

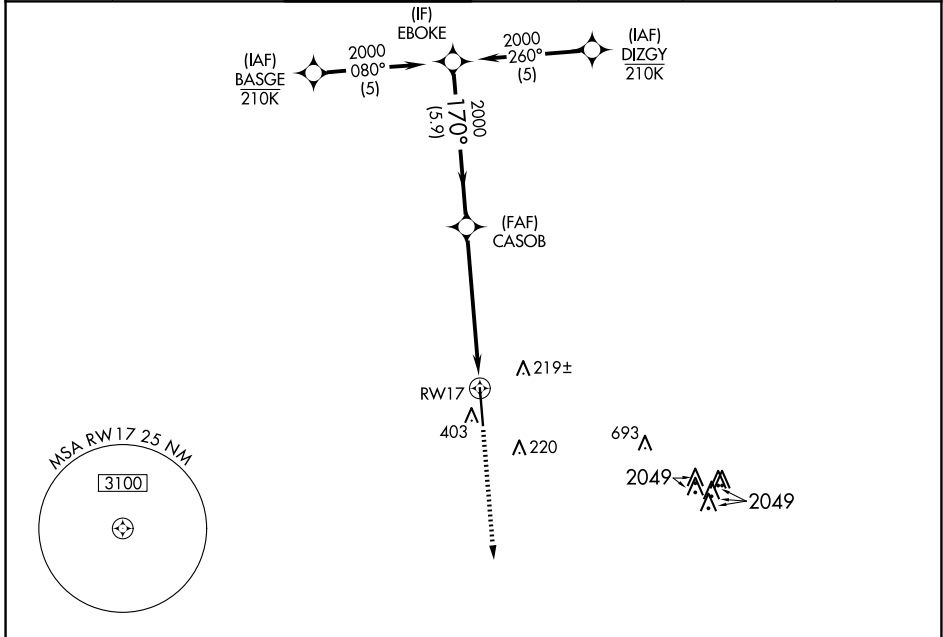
WAAS CH <b>82513</b> <b>W17A</b>	APP CRS <b>170°</b>	Rwy Idg TDZE Apt Elev	<b>7620</b> <b>81</b> <b>81</b>
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# RNAV (GPS) RWY 17

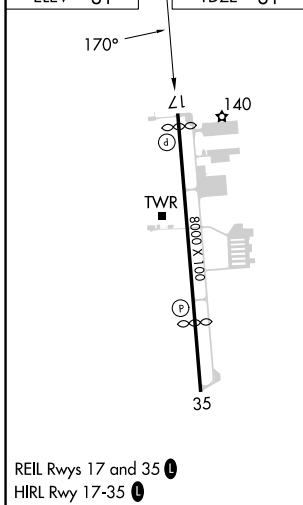
SUGAR LAND RGNL (SGR)

RNP APCH - GPS.	MISSED APPROACH: Climb to 2000 direct POPAM and hold.
<p>▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -4°C or above 54°C. Rwy 17 helicopter visibility reduction below ¼ SM NA.</p>	

ATIS <b>118.125</b>	HOUSTON APP CON <b>123.8 257.7</b>	SUGAR LAND TOWER* <b>118.65 (CTAF)</b>	GND CON <b>121.4</b>	CLNC DEL <b>121.4</b>	CLNC DEL <b>119.25</b> (when twr closed)	UNICOM <b>122.95</b>
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ELEV 81	TDZE 81
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REIL Rwy 17 and 35   
HIRL Rwy 17-35



VGSI and RNAV glidepath not coincident (VGSI Angle 3.50/TCH 52).				2000	POPAM
EBOKE	CASOB	RWY 17			
2000	2000	1.4 NM to RWY 17			
GP 3.00° TCH 54		5.9 NM	4.5 NM	1.4	
CATEGORY	A	B	C	D	
LPV DA	398-1 317 (400-1)				
LNAV/VNAV DA	704-2 623 (700-2)				
LNAV MDA	640-1	559 (600-1)	640-1½	559 (600-1½)	
CIRCLING	720-1	639 (700-1)	720-1¾ 639 (700-1¾)	720-2 639 (700-2)	